

The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 29.82

June 26, 1913, Temperature a.m. 78, p.m. 85; Humidity...90, 72.

(ESTABLISHED 1881.)
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June 26, 1913, Temperature a.m. 83, p.m. 87; Humidity...81, 69.

9131 晚三廿月伍年丑癸

FRIDAY, JUNE 27, 1913.

五拜禮 號七廿月大英清西

815 PM ADVERTISING
Small Circulation

TELEGRAMS.

TELEGRAMS.

TELEGRAMS.

TELEGRAMS.

TELEGRAMS.

A MYSTERIOUS AILMENT.

NEWS FOR BUSY.

RESIDENT POINCARE.

A PERSONAL TRIUMPH.

Reuter's
Service to the "Telegraph."
London, Received June 26.
The newspapers emphasize the
to the City as being a personal
triumph for President
Poincaré, and dwell on the ex-
cellent taste of the official oratory,
admirably interpreting the
significance of the popular wel-
come.

Message to the Nation.
They especially feature the
President's message to the British
on through Reuter's agency,
which he said—"Not only in
hope, but throughout the
id, the restless billows of the
in unite two great Colonial
ers in a constant exchange of
is and interests."
he banquet at the French
bassy was most striking,
tically everything, including
h of the food, was sent from
Elysee, whose treasures were
illy drawn from to decorate
tables and hall with gold
e, candelabra, and priceless
tes were. The floral em-
bellishment was particularly
fant.

Visit to Windsor.
London, Received June 27.
The machine again favoured Pre-
sident Poincaré, who had another
y day on Thursday. He visited
Windsor, where scenes of enthu-
siasm were re-enacted in the
picturesque royal borough.
he President placed a beauti-
ful wreath on King Edward VII's
s and another on that of
an Victoria, at Frogmore.
After a brief visit to the Castle,
President returned to London,
re he was entertained to
dinner by the French Colony.

"A Triumph."
The London correspondents of
French press describe Pre-
sident Poincaré's visit as no
mer success, but a triumph.
They declare that these three days
become historic, emphasizing
they do, the remarkable
stability of the British wel-
fare.

HO WILL GET THAT BUTT OF MALMSEY?

mes" Views on Laureateship.

The wisdom or unwisdom of
ng away with the time-honour-
conventions of the Laureate-
at the present juncture
ays the "Times," is a
sition on which we do not feel
elves called upon to pronounce
ment. It must be admitted
t the excessive purism of
he of the critics of the
ent office and the sensitive-
s of others on behalf of
sacred flame of poetry is
a little paradoxical at
time when the example of
nyson in declining to regard
acceptance of an honorary title
in the State as any degradation
the fair fame of "Poetry and
ite Letters" is being so eagerly
owed on every hand. Still more
eteful and paradoxical in our
pinion would be waste of
ill and connoisseurship in the
ster of making a choice among
st opulent field. The perplexity
t utter bewilderment as to the
n which should rightly govern
ir choice might, in the case of
h Premier as Palmerston and
Mahur, be very well accounted
valid reason for suspending any
pointment. But in the case of
r present Prime Minister, as is
ll known, the situation is entirely
versed. Mr. Asquith, since the
ys when he rehearsed beneath
stars of midsummer in their
eternal pomp in the garden
ad at Balliol, has been a re-
lar devotee of the double-flute,
e 400 only knows the young
ets of the day, but has
tually quoted their immortal
orks. Never, surely, since the
stitution of the office, have the
uguries been so favourable.

LEICESTER BY-ELECTION.

LABOUR MEMBER'S THREAT.

Reuter's
[Service to the "Telegraph."]
London, Received June 26.
Mr. Ramsay MacDonald, M.P.,
has threatened to resign his seat
at Leicester if the local Labour
party persists in running a
Socialist candidate in opposition
to the Liberal.
[Two members are returned by
Leicester, and a by-election is
necessitated by the retirement of
Mr. Crawshaw Williams (Liberal)
who headed the poll at the last
election.]

FORTRESS LIFE IN GERMANY.

Lieutenant Brandon's Story.

Lieutenant Brandon reached
London recently after his
release and reported himself
to the Admiralty. In an in-
terview afterwards he related
the story of his captivity and
release as follows:—"There are
two sharply divided periods in
my life in the fortresses. The
first period was from my
arrival at the first fortress until
the escape of Captain Lux from
Glatz, and the second period was
after his escape. The consequence
of Captain Lux's escape was the
introduction of very much stricter
rules, which made the latter
period a time of what was really
solitary confinement for me,
while in the former I had been
allowed a certain amount of
association with the other pri-
soners.

Roughly, this is a typical pro-
gramme of the way a day passed
during my incarceration at Wessel:
I got up at seven a.m., breakfasted
at 8.30, afterwards had one and
a-half hour's exercise inside the
ramparts of the fortress under the
constant observation of a non-com-
missioned officer, afterwards
returning to my room, where I
occupied myself in reading a
number of German books, in
writing letters, mostly in German,
because English letters had to be
translated, and required time, and
also avoided giving unnecessary
trouble.

"Then I had my mid-day meal
with the other prisoners—
Germans, of course—who
were in most cases in prison
on account of duelling
offences. I was allowed to remain
with the other prisoners for an
hour, and then had to return to
my room, where I occupied myself
again with reading different
studies and translations, which I
made until the hour arrived when
I could again go out of doors for
a little more exercise, always
under observation, of course. I
had my evening meal at seven
o'clock with the other prisoners,
and remained with them for an
hour and a-half.

"The food was similar to that
which was common in middle-
class houses in Germany. It was
very good. At the end of the
hour and a-half I again had to
return to my room, and lights
were put out at eleven o'clock."
"In the second period, having
meals in company with my follow-
prisoners ceased, and my meals
were brought to my room, the
door being locked as the meal
was brought in, and again im-
mediately looked after the officer
had come to take away the
dishes.

BALKAN AFFAIRS.

SERBO-BULGARIAN FIGHT.

Reuter's
[Service to the "Telegraph."]
London, Received June 26.
Reuter's correspondent at Bel-
grade says it is officially an-
nounced that a large force of
Bulgarians entered Serbian oc-
cupied territory between Zletovo
and Ratrova. A desperate
engagement ended in the defeat
and flight of the Bulgarians, who
left numerous dead and wounded.

to my room, and the Comman-
dant, after a few introductory
words, read me a telegram from
the German equivalent to our
Attorney-General, in which it
was stated that by an act of
clemency of His Majesty the
Kaiser I might expect to be
released on Wednesday morning.

"It took my breath away, in
the literal sense of the word, as I
had had the prospect before me
of remaining a prisoner until
October, 1914. I read the tele-
gram two or three times myself
before I could even begin to
believe the good news. It is the
day's altitude for this act of
clemency, and the thought of my
relatives and to my own country
put me in a state of absolute
happiness."

STRAND WATER-SPOUT.

An unusual entertainment in
the shape of a water-spout was
afforded to a crowd of on-lookers
in the Strand recently. A water-
main at the junction of Bedford-
street and Maiden-lane was acci-
dentally pierced by workmen, and
a jet of water spouted upwards to
a height of 30 or 40 ft. The
water rushed in a torrent down
Bedford Street to the Strand,
flooding the roadway and causing
inconvenience to traffic.

DO KYARD CHAPEL PARADOX.

A visit to Chatham Dockyard
of a party of visitors has just
brought to light an interesting
fact not generally known. The
chapel attached to the dockyard
is not consecrated, and if anyone
desires to be married there it
costs no less than £45 in fees
alone.

A more interesting point, how-
ever, is that while a bluejacket
can have his bans of marriage
published aboard ship he cannot
have the same ceremony in the
church where he worships when
ashore.

Returned.

Mr. Oliver Beach and Miss
Florence Beach returned to
Manila by the s.s. Zafiro.

Robbery at Tai Pat Chung.

The matched occupied by a wo-
man at Tai Pat Chung was at-
tacked by robbers on the night of
the 25th. The woman screamed and
one of the foks in the next mat-
ched called out "Thieves." The
men got away with money and
clothing valued \$12.

H.M.S. Malaya.

In connection with Sir W. G.
Armstrong, Whitworth and Co.'s
gun at Lymington, which is
to be known as the Armstrong
gun, it may be noted that the
Malaya, presented to the Navy by
the Federated Malay States, was to
be laid down there early in June.
At the start, however, work will
be carried on under some dis-
advantage, as, although the berth
assigned to the ship is ready, the
shops are far from being com-
pleted, in spite of vigorous efforts
made to finish them.

MOROCCAN TROUBLE.

SPANISH REINFORCEMENTS.

Reuter's
[Service to the "Telegraph."]
London, Received June 26.
The Spanish Government has
decided to send an important bat-
talion to Tetuan.

GRAVE POSITION IN MONGOLIA.

Chinese Troops Deserting.

Peking, June 22.—The Mon-
golian situation appears to get
steadily worse. A few days ago
wrote a "North China Daily
News" (independent), a caravan
belonging to some foreigners was
robbed, eighty miles north of
Kalgan and there is a suspicion
that Chinese troops were respon-
sible for the outrage. Soldiers of
the 1st division, which is composed
mainly of Manchus, have been
deserting in considerable num-
bers and joining the bandits. A
few weeks ago some troops of the
famous 3rd division, Yuan's
lambs, who looted Peking in
February a year ago, refused to
march to the front. In conse-
quence of the spirit animating
the men of these divisions, as
much as for other causes, there
have been recent large additions
to the forces at Kalgan.

News from the north states that
there is no cohesion amongst the
military commanders, and that
there are differences between the
civil and military authorities.
Altogether the condition of the
Chinese is one of pathetic muddle.
Fighting has been confined to
skirmishes with bands of bandits,
and the one under, reported by
Reuter, in which 600 outlaws are
supposed to have been killed, is a
figment of the Chinese imagination.

In consequence of the panicky
condition of the Chinese troops,
nothing could be more probable or
probable in the near future than
the occupation of important towns
in north China or Shensi.

Meanwhile it is understood that
quite a number of princes of
Inner Mongolia are leaving Peking
to join their brothers and
resume their administrative func-
tions, a proceeding ominous of
their loyalty.

As regards the so-called ne-
gotiations between China and
Russia they stand exactly where
they stood many months ago,
Russia merely declining to con-
sider any proposals which traverse
the terms of the Urga convention
and its accompanying protocol.
China's chance of holding on to
Inner Mongolia is fast fading.

SPOTTED FEVER OUTBREAK.

Many Suspected Children Under Observation.

A serious outbreak of "spotted
fever" (scientifically known as
cerebro-spinal meningitis) has
occurred among children at Wes-
terham near Sevenoaks, and five
have been removed to the rural
isolation hospital at Otford, while
many other suspected cases are
under observation, says the "Daily
Mail."

The schools of the town have
been closed.
This grave malady is an infec-
tious disease and in its worst
forms is rapidly fatal. The attack
is sudden, with headache, stomach
illness, and the neck and spine
become affected with considerable
pain. The last epidemic in these
countries will be remembered; it
was in 1907-8, when in the cities
of Glasgow and Edinburgh nearly
900 deaths occurred, and in
Belfast 400 persons died out of
623 cases.

ALL RELEASED.

LAST OF THE SUFFRAGISTS.

Reuter's
[Service to the "Telegraph."]
London, Received June 27.
Miss Kerr, manageress of the
W.S.P.U. offices, sentenced on
the 17th inst. to 12 months' im-
prisonment in connection with
the suffragist conspiracy, has been
released.

Thou all those sentenced on the
date mentioned are now out of
prison.

SIR H. CURTIS BENNETT.

Tragic Death of Bow Street Magistrate.

The death of Sir Henry Curtis
Bennett, the newly appointed
chief magistrate at Bow Street,
took place with tragic suddenness
in the Lord Mayor's parlour at
the Mansion House on June 2,
as reported by Reuter at the time.
Leaving the Egyptian Hall,
where he had delivered a short
speech on the good work of the
St. Giles Christian Mission, Sir
Henry and Lady Curtis Bennett
walked into the parlour for tea.
Turning from shaking hands
with Mrs. Bower, wife of Mr.
Sheriff Bower, Sir Henry suddenly
uttered a short, sharp cry, and
stumbling, fell face downwards
on to a small table. Mr. Sheriff
Bower rushed forward to Sir
Henry's aid, but failed to catch
him as he fell and slipped from
the table on to the floor, where he
lay motionless.

Quickly Lady Curtis Bennett
dropped on her knees on the floor
beside the body of her husband
and rendered what aid she could
—but before the first glass of
water had passed his lips Sir
Henry died. Many ladies were
present, but with the exception of
Lady Curtis Bennett and the Lady
Mayress, all left the room.

The Lord Mayor went himself
to fetch Sir Henry's eldest son,
who is a barrister, from the
Central Criminal Court, and Dr.
Wells, Sir Henry's doctor, arrived
shortly afterwards. Death, it is
said, was due to heart failure.
Sir Henry's body was taken in a
motor-ambulance to his residence
an hour and half later.

Sir Henry Curtis Bennett only
celebrated his sixtieth birthday
a few days before. On May 8
he was appointed chief magistrate
at Bow-street, in succession to
Sir Albert de Rutzen, and on
May 15 the King conferred a
knighthood upon him.

Sir Henry had been a Met-
ropolitan Police magistrate since
1886. Before going to Bow-street
in 1908 he sat at West London,
Marylebone, and Westminster.
On the bench he never indulged
in pleasantries, and his stern,
clean-cut face, with the thin,
tightly closed lips, was rarely lit
with a smile. Outside the court
he was charming and kindly.
He leaves a widow, two sons, and
a daughter.

Junkmaster Fined.

At the Marine Court before
Commander Basil Taylor R.N.
Fong Yan, a master of a trading
junk, was fined \$5 this morning
for unlawfully anchoring his ves-
sel within 500 yards of a Govern-
ment Gunpowder Depot, 1/2
Green Island, on June 27.

Malini.

The school at the Asile de la
Sainte Enfance (French Convent)
breaks up this afternoon, and
Malini, the wonder-worker, is
kindly giving the little ones a
short performance on the conclu-
sion of the term. Malini is to give
a public performance at the Peak
Hotel on Tuesday and another at
St. Andrew's Hall on Thursday.

A MYSTERIOUS AILMENT.

Medical Men at a Loss.

A mysterious and as yet un-
diagnosed throat complaint has
been causing medical men in
various parts of the country ser-
ious anxiety in the past fortnight,
says the "Daily Mail" of June 2.
The chief symptom is a filmy
exudate on the inside or back of
the throat. The earliest cases
were mistaken for diphtheria, but
recent bacteriological examina-
tions have failed to show the
presence of the true diphtheria
germ in any of the victims' throats.

So rapid has been the spread of
the "new disease" in the west of
England in the past few weeks
that a well-known physician has
published in the "Daily Mail" a
warning to the public.

The Disease Described.

He says:—"May I, I
through your columns, draw
the attention of the general
public to an epidemic of
"throat-and-neck" trouble which
is spreading over England? The
symptoms are varied, but gen-
erally include an affection of the
tonsils varying from a slight
rash to what looks like the worst
form of diphtheria, and a swell-
ing of the glands in the neck,
sometimes to a greater extent
than is seen in the most severe
cases of mumps.

"The complications include
severe erysipelas, swellings in
the joints (bleed poisoning?),
very high temperature (108 deg.
to 107 deg. F.), and heart failure,
among many others less impor-
tant.

"There have been some deaths
from this disease and several
nearly fatal cases. It is very im-
portant that people who acquire
the disease should remain at home
and rest until they know what
form it is going to take.

"See by 'Le Matin' that Paris is
undergoing a similar 'visitation,'
and that the death-rate there
among children from the disease
is 15 per cent. to 20 per cent.
of those affected, which, as that
paper says, is worse than the
mortality from diphtheria before
the days of antitoxin."

Cases in Different Counties.

Inquiries among medical men
in other parts of the country
reveal that the mysterious ailment
has been noted in such widely
separated centres as Winchester,
Basingstoke, Birmingham, and Port-
smouth. At Birmingham accord-
ing to a local doctor who treated
several cases, the appearance of
a dull, blotchy rash first led to a
diagnosis of measles, which
was afterwards proved by the
subsequent course of the disease
to be erroneous.

Two cases of the mysterious
ailment, one of which ended fat-
ally, have occurred recently at
Portsmouth. The patient who
succumbed was treated privately
by a local doctor. He had a sore
throat and swollen glands and a
filmy matter formed over the
tonsils. It was at first thought
that the disease was diphtheria
and a portion of the exudate from
the throat was forwarded to the
Clinical Research Association in
London for examination, but no
trace of the diphtheria bacillus
could be found and the nature of
the complaint remains a mystery.
A similar case has also been treat-
ed in the Portsmouth hospital.

Possible Explanation.

While refusing actually to give
it a name, a London consultant,
after considering all the sym-
ptoms described, was of the opin-
ion that the mysterious ailment
will eventually prove to be a non-
typical variety of scarlet fever or
measles. "The presence of the
streptococcus (the common germ
found in abscesses) in several of
the cases rather suggests scarlet
fever," the doctor observed. "The
fact that in the majority of cases
little or no rash has been noted
in no way disproves scarlet fever,
as the rash in mild cases is often
overlooked."

TELEGRAM.

THE NEWS CONDENSED.

Spain is sending ten
battalions to Tetuan.

The funeral of Mr. Sang at
Shanghai yesterday was a great
spectacle.

Telegrams give further details
of the incidents of President
Poincaré's visit to England.

A cotton godown, belonging to
Messrs. Mackenzie and Co. of
Shanghai has been destroyed by
fire.

Miss Kerr having been released,
the whole of the suffragists sen-
tenced on the 17th inst. are now
out of prison.

The London correspondent of
the French press describes Pre-
sident Poincaré's visit as no longer
a success but a triumph.

If Leicester Lab. put a par-
ties in running a Socialist candidate
in opposition to the Liberal, Mr.
Ramsay MacDonald will resign.

A desperate engagement be-
tween Belgians and Serbians
in Serbian occupied territory
ended in the defeat of the former.

LOCAL.

The annual report on the Water
Police is published elsewhere in
to-day's issue.

The control of footpath in the
Colony is discussed in a special
article to-day.

Some tennis, bowls, and water
polo results appear to-day under
the heading of local sport.

A report on trans-Pacific
passenger traffic, by Consul-
General G. E. Anderson, is
quoted in to-day's issue.

A curious story of how a
Chinese tried to lasso a woman
whom he attempted to rob was
told in the Police Court this
morning.

Empire Day in London.
It is computed that nine million
British school children saluted
the flag in celebration of Empire
Day, London alone contributing
three-quarters of a million. At
the Guildhall 1,200 children from
the City schools were addressed
by the Lord Mayor and Lord
Meath. Further, Field-Marshal
Earl Roberts reviewed about
9,000 boys and girls and 1,000
members of the National Reserve
in Hyde Park in sight of a large
crowd. The celebrations by the
British Colony at Los Angeles,
California, were unfortunately
marked by a terrible accident,
more than 30 persons being
killed, over 50 seriously injured,
and nearly 200 others hurt by the
collapse of part of a pier, on
which 10,000 persons had
gathered.

DON'T FORGET.

TO-DAY:
Byssok's Circus, Causeway
Bay, 9.15 p.m.
Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW:
Victoria Theatre, 9.15 p.m.
Byssok's Circus, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.
Monday June 30.
Opening of Chinese Y.M.C.A.
Hotel 5.45 p.m.

Tuesday July 1.
Malini at the Peak Hotel
9.30 p.m.

Thursday July 3.
Malini at St. Andrews Hall
9.30 p.m.

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THE BEST BARBER SHOP IN THE COLONY!
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HOTELS

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J. H. JAGGART,
Hongkong, 20th April, 1911. Manager. [20]

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Hongkong, 1st Aug., 1912. [60]

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Hongkong, 1st Feb., 1912. [18]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG

TELEPHONE NO. 1018.

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opened 1st May, 1911.

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The old style of cement bifocals with their
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been supplanted by a new lens with two foci,
the upper portion of the glass for distance and
the lower for reading, ground from one single
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You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No cement to blister;
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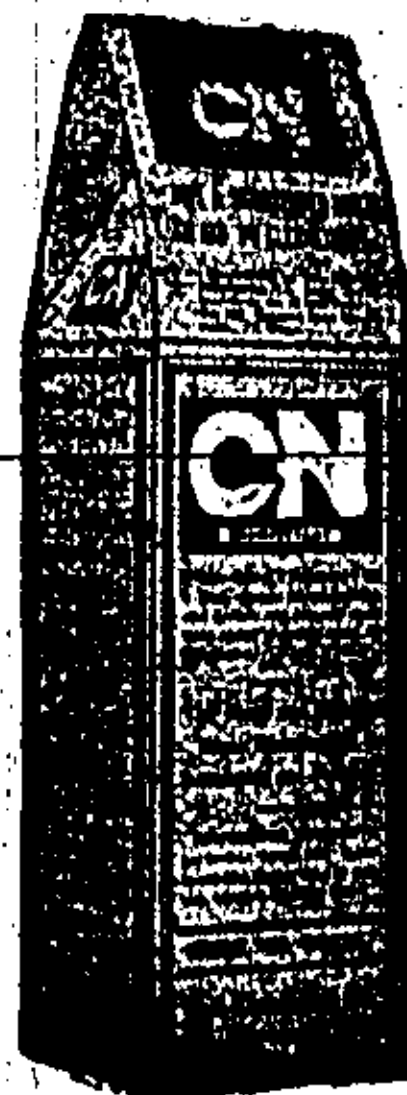
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A tablespoonful in a gallon of water makes
a solution which not only destroys the germs
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CN is over five times as effective as
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OUR
CONTEMPORARIES.

South China Morning Post.

About Weihaiwei.

As regards Weihaiwei it should
be easy in view of the facts, for
Great Britain to come to some
friendly arrangement with the
Chinese authorities. Great Bri-
tain would still want to see to
the "better" portion of British
commerce, and would be re-
luctant to forego the charm
of Weihaiwei as a summer
resort for the "China" squadron
and overworked residents from
the coast ports. But holding
it on lease now that the Rus-
sian menace has disappeared,
and spending £6,000 a year on
administration is quite another
story. The answer to Japan we
can easily foresee will be renew-
al of the lease, though the terms
may be modified. Upon what
happens with regard to Port
Arthur depends the future of
Weihaiwei. China is anxious to
restore her naval prestige to some
extent and the suggestion that
has been made that Great
Britain might some day aid
China in the establishment of an
up-to-date naval base at Weihai-
wei is not far wide of the mark.

Daily Press.

The Tibetan Question.

But we look in vain through
the speech which Sir Edward
Grey made in Parliament on the
29th ult., on the Government's
policy in China, for a statement
which clearly explains what is
meant by the phrase that the
Powers are now asking for a
general recognition on the part
of the Chinese Government that
the previously existing treaties
should be maintained. The only
meaning we can attach to the
phrase is that the Powers are not
satisfied with the pledge given by
the Provisional Government and
require a general recognition of
these treaties by the Parliament
as well as by the President when
the latter has been elected in the
manner prescribed by the Pro-
visional Constitution. It seems
more formally. The Treaties are
not likely to be honoured the
more after that formality has been
completed than they are now.
Strangely enough, though Great
Britain, in common with other
Powers, withholds formal recog-
nition of the Chinese Government
until this alleged difficulty is
settled, Sir Edward Grey, told the
House of Commons that "it does
not prevent our negotiating with
China regarding Tibet." There
is a veritable Chinese puzzle
about all this, for it is made per-
fectly clear that if the Chinese
Government recognises the exist-
ing treaties and observes them,
the necessity for negotiating with
China regarding Tibet would not
arise.

China Mail.

Foam Extinguishers for Ships' use

A paper on "Fire Extinguishers
for Ships' Use," brought by
Naval Constructor Henry
Williams, U.S. Navy, before the
American Society of Naval En-
gineers, contains some information
on the foam extinguishers which
we have mentioned on other
occasions. The Standard Oil
Company, of California, took the
American patents up after the
Bureau of Construction and Re-
pair had, in 1910, appointed a
board to consider the subject
of suitable fire-extinguishing
appliances in order to
meet the new conditions
arising out of the presence of fuel
oil on board ship, and had recom-
mended the foam system. Two
liquids, it will be remembered,
are kept separate until wanted,
when they are mixed, they
yield a volume of foam
liquid about eight times as
large as the combined volumes
of the two liquids. The first
liquid used in America consists
of one part by weight of alu-
mina, one part of glucose, one
part of sodium bicarbonate, one
part of salicylic acid, and 100 parts
of water; the second liquid
consists of 10 parts of aluminum
sulphate and 100 parts of water.

For a good solid meal, a
Cafe or Table D'Hote with
Wines & Liquors of the Best
ALEXANDRA CAFE CO. is not only
affordable on used bottles.

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Sir Robert Burnett & Co.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 27, 1913.

CRIME IN THE COLONY.

The report of the Captain Superintendent of Police for 1912 makes anything but cheerful reading and gives rise to the most disquieting reflections. Yet even the least diligent student of local affairs can hardly feel surprised at the serious increase in the number of cases of crime reported to the Police during the year. The records of our own columns, alike in reports of court cases and of comments on the alarming growth of the number of these cases, must have prepared our readers, long months ago, for a startling increase. We doubt, however, whether any one outside of those who kept record of the cases, anticipated an increase of 36.20 per cent. In the division of the cases into serious and minor offences there appears an increase as compared with 1911, of 692 cases or 19.31 per cent. in the former and of 2,679 cases or 46.95 per cent. in the latter.

These figures are illuminating. They suggest very strongly that, while the punishments inflicted in the case of serious crimes have a certain deterrent effect (though not so marked as could be wished) those inflicted by the police magistrates, in the case of minor offences do not appear to deter at all. No surprise need be expressed at this circumstance, of course. The riff-raff of Canton which has found a ready asylum in Hongkong and has made the utmost use of it since the revolution, is too accustomed to the swift and severe measures of Chinese punishment to give a second thought to the risk attending the detection of offences in this Colony. From his point of view, risks do not exist. A few days—even a month or two—in goal hold no terrors for him. He loses his liberty, to be sure, but he is better housed and fed, in nine cases out of ten, than ever he was in his life before, and, if he gives the matter thought at all, he regards with the utmost complacency the chance of being caught. The first purpose of imprisonment is not to punish the offender but to protect the public; imprisonment is intended to curb his liberty and to act as a deterrent to others. Stiff punishment may not—seldom does—cure a criminal, but it may give pause to half a dozen intending criminals. That is a fact which does not appear to have been grasped in Hongkong, and the sooner it is the better. A dozen stiff sentences, accompanied by the cat, would almost certainly prevent a few dozen impending crimes. A gentle lotion is of no use for a cancerous growth where the surgeon's knife is required.

The strength of the police force was considerably increased last year. It rose from 1,202 to 1,196—an increase of nearly 9 per cent. The force cost the Colony nearly \$8,000 more than in 1911. It is easy to say that, in face of the increase of strength, cases of larceny should not have increased by 31 and of robbery by 28 as compared with 1911. No one can tell whether the strengthened force was effective or not except he can estimate the impossible and tell how many burglaries the strengthened force prevented. We have ourselves criticised the police and police methods in these columns, when that seemed justifiable. We may do so again, if occasion presents itself, but we readily admit the difficulties they have to face at present as the result of an influx of bad characters from Canton who are freely admitted to the Colony. Nor is their task made more easy by the fact, that when they secure an arrest, the punishment is, quite often, wholly inadequate in the first instance and, perhaps only partly served in the second. Until Canton undesirables are put out of the Colony and kept out, until stiffer sentences are administered in many cases, and until goal accommodation is made adequate, there can be little hope of any marked decrease of crime in the Colony.

The Mendicants.

We see from the Captain Superintendent's report that, during 1912, 45 beggars were dealt with by the Hongkong magistrates, and that 95 were sent to Canton—80 once, 12 twice, 2 three times and 1 four times. We are sorry to have to call these figures laughable; if we could find a more flattering term which could honestly be employed we would use it. Out of all our hundreds of noisy or unsightly mendicants, just 45 were "looked up", and another 95 were sent back to the place whence they came! (And, by the way, out of that 95, every one was kind enough to come back at least once.) But better times are in store for the Colony, we hope and believe; for, in the past few weeks, quite a number of these unnecessary evils have been arrested and fined; and we are prepared to read from the next returns presented that 1913 will have been a record year where police interference with these gentry is concerned.

A Canton Experiment. Talking of beggars, we notice that some Canton socialists are said to be exerting themselves to promote the interests of this fraternity. They are about to open a club-house and to publish a newspaper for the beggars; and they propose to teach the little ones a trade. We are particularly interested to read all this because, so far as we are aware, it is "socialistic" China's first attempt at socialism—that higher socialism which even the most conservative of us can all reverse. We believe that these reformers have grasped the hardest part of the problem by deciding to teach the hapless children a trade. There is work for everyone in China who has learned some industry or other, and when once blind or crippled children discover that honest work is more likely to prove lucrative and constant than howling and cadding, we may reasonably hope to see mendicancy on the decrease in Canton. At the same time we cannot help remarking that this work of regeneration should not be left to small private enterprises. Why does not the Republican Government bear a share; the more so in that it is in a position to deal summarily with sham cripples and with inhuman parents who traffic on their children's deformities?

Does Housebreaking Pay?

It is interesting to note that while cases of burglary or larceny from dwelling increased by 31 during 1912, cases of housebreaking decreased from 157 to 125. Yet again, there were fewer street and highway robberies—24 as against 31. The annual report of the Captain Superintendent of Police contains no more interesting facts than these. The smaller number of cases of housebreaking probably means no more than that housebreakers found that the game did not pay so well after a time. Presumably householders became more careful of their more valuable possessions, and the collections made became hardly worth the trouble. That, at any rate, is a possible explanation. One feature of the report may be noted; the conduct of the European police contingent was good during year. A few more reports were made than in 1911, but the force was larger, and, upon the whole, the reports made appear to have been of minor importance.

The Dumping Habit.

The statistics contained in the Report in regard to the dumping of bodies show, unfortunately, that the habit is not as yet by any means stamped out, despite the steps which have been taken by the authorities to discourage this abominable practice. During last year no fewer than 537 bodies were dumped (413 being those of children), against 241 in the previous year. This total is higher than that of any year since 1908, when the number was 989. The extent of the plague epidemic has a distinct bearing on this matter, and if the number of bodies dumped so far this year has been happily few, this may doubtless be accounted for by the relative mildness of the plague outbreak. The habit is one which is thoroughly repugnant to Westerners, and that it should prevail to the extent that it does is somewhat astounding when we recall the number of years local Chinese have been under the civilizing influence of the West.

Finger Prints.

According to the Police Report for last year, 501 persons were identified by finger impressions as having previous convictions against them. This number is 234 more than during the year 1911; 119 identifications were those of criminals who had returned from banishment.

Hippodrome Circus.

The Circus still continues to draw good houses and there was a fine attendance last evening when the pony contest was decided. There was a fair entry and much interest was aroused. There are now only three more performances for this visit, to-night, a matinee to-morrow afternoon and the final performance in the evening.

The Arcade's Cargo.

Among the cargo shipped by the s.s. Arcadia on the 21st inst. were 50 boxes of tea for Rotterdam and 75 boxes for Amsterdam; 1,044 packages of tea, 300 bales waste silk and 110 bales of raw silk for London; 60 bales of raw silk for New York, 438 for Lyons, 10 each for St. Chamond and Milan, 20 for St. Etienne and 267 for Marseilles; 180 bales of waste silk and 280 slabs of tin for Marseilles.

DAY BY DAY.

"If you should fail and commit some of your old faults when you are striving to do better, do not be disheartened, but rise up and go on again as if you had not fallen"—St. Francois de Sales.

The Mails.
German Mail of May 28—Delivered in London on June 28.

Siberian Mail—Closes per s.s. Chenan at 5 p.m. to-morrow.
Australia Mail—Due per s.s. Eastern to-morrow.

Public Holiday.
Tuesday next is a Public Holiday, and the Exchange Banks will be closed for public business.

Plague.
Four cases of plague (two deaths) were reported during the twenty-four hours ended at noon to-day. The total is now 174.

Departed.
Among the passengers who left for the North by the s.s. Prinz Eitel Friedrich were Mr. and Mrs. Newell and Mr. A. H. Harris.

Silver Mace.
To be used in legal ceremonies, a silver mace which will be carried before the Chief Justice has arrived in the colony. We hope to be able to publish a description of this mace to-morrow.

Our Dogs.
Last year 1,895 dogs were licensed in Hongkong; 162 watch dogs were licensed for a charge; 110 stray dogs were impounded, 16 were returned, 88 were sent to the Dogs' Home and 6 were destroyed.

Weights and Measures.
During last year the Examiner of Weights and Measures in Hongkong examined 490 foreign and 2,446 Chinese scales, 247 yard measures and 270 "cheek" measures. All were correct save 18 Chinese scales.

Keeping.
Nine men were charged before Mr. Hazeland, at the Police Court, this morning, with being concerned in a gaming house in West Point. The first defendant was fined \$75 for "keeping," and the remainder \$5 each.

Licences.
Among the licences issued in the Colony last year were those for 1,495 rickshaws, 719 cabs, 5,890 drivers, 2,860 chair-drivers, 4,053 extra drivers and chair-bearers, 1,173 truck licences and 7,556 hawkers' licences.

Analysis of Liquors.

During last year four samples each of brandy and whisky, six of ale and two each of rum, gin and port were purchased and sent to the Hongkong Government analyst, and all were certified genuine save one sample of gin.

Chinese Cops Stolen.

A Chinese who stole eighteen Chinese cups valued thirty-five cents, from the Kowloon Godown Company's premises, was sentenced to four days imprisonment and four hours' strokes by Mr. Melbourne, at the Police Court, this morning. Mr. Packham prosecuted.

Restrictions on Hongkong Goods.

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a dispatch, dated May 15, from His Majesty's Minister at Brussels stating that, on account of the plague, sanitary restrictions have been imposed on goods coming from Hongkong.

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HONGKONG FOOTBALL.

Some Comments on the Control of the Game.

[SPECIAL ARTICLE.]
For some reason or other which is not easy of explanation, football in Hongkong during last season fell away in popularity very considerably compared with the enthusiasm evinced in the game for three or four years previously. It was not that there was any lack of talent, for few teams which Hongkong has sent out to do interport honours ever made such an impression as the eleven which went to Shanghai last year. But whatever the reason, the fact remains; and it is matter for deep satisfaction that those concerned with the management of the game here are already taking the matter in hand with a determination to put things on a more satisfactory footing. The first step has been taken by the formation of a new Football Association to take the place of the now defunct body and to be brought under the control of the English Football Association by affiliation therewith.

Looking Back.

It is worth while glancing back a little for the purpose of contrasting old conditions with new, and of noting the circumstances which have led up to the creation of the new Association. Five years ago there was no real control of football in Hongkong, in the sense that there was no recognised body to settle disputes which might arise or to punish offending players or teams. The Shield Competition was then the only event in which interest centred, and when a Club suffered defeat in this, there remained nothing to stimulate enthusiasm save a few friendly games. Among the naval and military teams, of course, there were competitions, but these were strictly confined to the Services. Five seasons ago, however, the Hongkong Football League was formed, mainly through the efforts of Mr. Frank Browne and Mr. A. P. Stourie, and with its formation it soon became apparent that there should be brought into being some parent body to control the civilian and Service competitions and to which Clubs and competition officials could appeal. The question of an adequate supply of qualified referees also became an urgent one. An Association was formed and with such enthusiasm was the movement taken up that no fewer than seventeen Clubs joined up. A referees' examining board was also established, and, as a consequence, an ample number of qualified referees was obtained.

The Weak Spot.

After the first year, however, the Association began to lose control of Clubs, due largely to the fact that it came to be recognised that it had no authority to enforce its judgment on a delinquent team or player. One of the Association's rules was that no team which had joined the Association should engage in play with a team not so joined. This rule was frequently broken in the Colony, especially by naval teams. But this was not all. In one instance the Association suspended a player for dangerous play; but next day he was again participating in a match. The weak point was, of course, that the Hongkong Association was not linked up with the Association at Home. Had it been, matters such as these would have been impossible. Hitherto in the event of a military or naval team being guilty of some offence, all that could be done was to prevent them playing in League or Shield matches; they could still engage in Service competitions, inter-club matches and the like. Under the new conditions, however, the position will be totally different. If any team or player is suspended by the local Association, the fact is reported to the English Association, whose Secretary then notifies all Clubs, Leagues and Associations affiliated therewith, with the result that the offending team or player would be unable to get a game, in as much as the rules of the Association strictly forbid any team or player to play against any suspended team or player. By practically all the clubs in Hongkong joining the new Association, therefore—as they are doing—and

by the local Association becoming affiliated with that at Home, offenders against canons of clean play will realise that there is power and authority behind the decisions of the new body.

To keep the Game Pure.
Fortunately, Hongkong has a good name so far as football is concerned. Men who have seen the game played in many parts of the world declare that, on the whole, cleaner football cannot be seen anywhere; there is the true sporting spirit among those who go in for the game here. But there will, of course, be occasions when a player will so far forget himself in the excitement of a match as to commit an infringement of the rules; and in such cases he must be made to suffer the consequences. It is the aim, therefore, of the new Association, as it is of the bigger body at Home, to keep the game pure and clean. All true sportsmen will wish it good luck and a long and useful existence in the interests of what is a fine, manly game.

DESPERADOES SCATTERED.

Hinghwa Rebels Make Anti-Christian Move.

Hinghwa, June 16.—During the past week repeated raids have been made upon the homes of Christians. Most of these raids were in Siangyu county but were by rebels belonging to "Emperor Sixteen's" army. Ninety houses were raided, five were burned, all were plundered. Eleven persons were seized and carried away into captivity. One of this number was a retired preacher of the Methodist Church.

On learning this the rebels executed him at once. During the raids no non-Christians were molested. When any started to give aid to their Christian friends, the rebels told them to go to their houses, stay there and they would not be hurt, as they were only wanting Christians, but they were warned that if they interfered they would also suffer.

Every day has witnessed the movement gaining momentum until Saturday night (June 15), when the rebels left the city to attack the rebel stronghold some sixteen miles away. The attack was made yesterday morning. The soldiers left the city in two divisions planning to surround and capture the rebel army. One division failed to get there.

When the other division made the attack the rebels, being taken by surprise, scattered and fled into the mountains. None were killed and five stragglers were seized by the soldiers. The headquarters of the rebels, a large temple, was taken and burned.

Ten Christian captives were found there and released. They were rescued just in time, as they were to be executed the next morning if their relatives failed to pay a ransom of five thousand dollars. The soldiers also found quantities of ammunition stored in the temple.

Many people here attribute the failure of the second division of the troops to reach their position to a certain group of gentry in the city who, beyond doubt, have had secret relations with the rebels since this affair began a year ago. It is said that they bribed the guide of the lost division to lead the soldiers the wrong way. The commander of this division told me this morning that they marched almost twice the distance they should have travelled. When they eventually reached the place the rebels had already escaped.

This move of the soldiers has stopped temporarily the raids on Christians, but has accomplished nothing in settling the rebellious state of the country. The rebels have disappeared from the region, but probably will appear in some other place to-morrow. As none were killed, and only five stragglers captured, they will continue their plots as soon as they get together again.

China Society's Dinner.

The annual dinner of the China Society was held at the Trocadero Restaurant, London, on May 29, and proved a very interesting and successful Anglo-Chinese function. Admiral the Hon. Sir E. B. Fremantle, G.C.B., presided over a company of some 150 members and guests.

THE WATER POLICE

Interesting Annual Report

The annual report on the Water Police by Commander O. W. Beekwith R.N., Assistant Superintendent, Water Police, is as follows:—

During the year the Police Launches have been strengthened by the addition of a new cruising launch, now No. 4, which was bought from Messrs. Macdonald & Co. on September 3rd and commenced its commission on the 24th idem and was fitted with a small motor boat.

A redistribution of the patrols was made as follows:—No. 1.—Mira Bay and the included water to Fund Head. No. 2.—From Fung Head to Tai Tam Head taking in all waters in Port Shelter, Junk Bay, Kowloon Bay and South of Hongkong to Taitam. No. 3.—From Taitam Head taking in Lema and all the southern waters of Lantau to Tai O on the west side and Ma-Wan on the east side. No. 4.—Chin Wan and the north coast of Lantau to Tai O and all Deep Bay and northern waters.

The small launch (formerly No. 4) became No. 3; a new propeller was fitted to this launch and has considerably increased her speed.

A simple system of signalling by day and night with both semaphore and Morse was introduced between the cruising launches and the various coast police stations, all of which have been supplied with hand flags and a flashing lamp. This works satisfactorily and saves a lot of boatwork and should go on steadily improving with its general practice.

The crews of the cruising launches both European and Chinese were practised at a target with maxim gun at a range between 600 and 1,000 yards and rifle between 250 and 400 yards. All crews have now completed these practices which should be carried out quarterly. The Chinese crews having now got over their initial nervousness, marked improvement may be expected.

No. 2 Launch has been fitted with an upper bridge which improves her efficiency as a sea boat.

Both launches Nos. 1 and 2 have been completely retubed during the year and are now in a good state of repair and should require very little redit during this year from "fair wear and tear."

During the year I made 54 visits to the Water Police Station, 43 Harbour patrols, 7 all day patrols in cruising launches carrying out firing, etc., 3 night patrols and 4 quarterly inspections. The European members of the force were examined in Regulations from the Merchant Shipping Ordinance and Rules of the Road while the Chinese coxswains were questioned in handling launches and Rules of the Road.

VERDICT FOR MR. ROOSEVELT.

New York, May 31.

The libel action brought by Mr. Roosevelt against Mr. Newitt, editor of the "Lighthouse Iron Ore," for declaring that he was a drunkard and addicted to courting, ended abruptly at Marquette, Michigan, to-day.

Mr. Newitt retracted the libel and apologized, saying he believed he had done Mr. Roosevelt an injustice. "I have suffered my purpose, and I am content," said Mr. Roosevelt to the judge.

The jury awarded the ex-President \$30,000, which is equivalent to the English "one farthing damages."

Paris, June 1.

According to the Agence de L'Extreme-Orient, the President of the Chinese Republic has invited Mr. Roosevelt to undertake the office of councillor, with a view to restoring to China liberty and progress, consistent with the vital interests of the country. Mr. Roosevelt is stated to have replied that he was willing to accept the post offered him.

Mr. Inouye.

Mr. Katsunobu Inouye, the newly-appointed Japanese Ambassador to the Court of St. James, and Mrs. Inouye, are expected to arrive in London on June 6.

SPECIAL CABLES

BIG FIRE IN SHANGHAI.

MESSRS. MACKENZIE'S COTTON GODOWN DESTROYED.

(Our Own Correspondent)

Shanghai, June 27.

One of the cotton godowns belonging to Messrs. Mackenzie and Company, at Pootung, was destroyed by fire last evening.

Two hundred men from H.M.S. Newcastle rendered valuable services in removing cargo.

[Messrs. Mackenzie and Company are one of the oldest established firms in China. They are commission agents, hydraulic press packers, etc., and operate very largely in Tientsin and Shanghai.]

MR SUNG'S FUNERAL.

GREAT SPECTACLE IN SHANGHAI.

(Our Own Correspondent)

Shanghai, June 27.

The funeral of Mr. Sung Chien-jen, which took place here yesterday, was a great spectacle.

[The late Mr. Sung, it will be remembered, was the man in whose murder the Government at Peking was alleged to have been implicated. According to a recent issue of the "North China Daily News," the coffin containing Mr. Sung's remains was deposited in the Hunan Guild building the night of Mr. Sung's death. The date of its interment was fixed for June 26, but later postponed to June 26. The Department of Intercourse of the Kuomintang of Shanghai recently issued a notice, informing the public that Mr. Sung's funeral would be at Hsiangyin tang, in the northern part of Shanghai, and that the cortege would start from the Hunan Guild at 8 a.m. on June 26. Those who wished to follow the funeral procession, or otherwise to show their respect to the deceased, were requested to communicate with the Office of Mr. Sung's Interment Affairs, care of the Department of Intercourse, of the Shanghai Kuomintang, Nanking Road.]

THE LASSOER.

Curious Story of Attempted Robbery.

Whether or not a Chinese who attempted to rob a woman at Maikok had been to the Court or not was not mentioned at the Police Court this morning, but it appeared probable that he had been imitating Young Bookshot the other day, very closely. At any rate he employed a rope with a running knot to catch the escaping woman. Finding that the woman's husband was away he pretended he had come for some medicine. The woman became suspicious of her visitor and made for the door. As she was making for the door, the man flung the knot at her, but she was fortunate enough to catch the knot before it closed upon her. She screamed, the man made away, some farmers gave chase and captured him in a field, and he was handed over to the police at Hung Hom.

He was brought before Mr. Hazell and remanded.

SUMMONED BY HER COOLIE.

At the Police Court, this morning, before Mr. Hazell, a European lady of Kowloon, was summoned by her coolie for assault.

The defendant denied that she assaulted the complainant and said that he refused to perform his duty. On several occasions he had been violent and had gone over to Hongkong in the afternoon without permission.

His Worship in dismissing the summons said that the defendant would get no wages. He also asked the lady's husband if he wished to take out a summons against the coolie, but he said he did not after His Worship's decision.

SCOTCH SUNDAY TRAINS.

Criticising a recent extension of the Sunday train service, the Southern Presbyterian Church of Scotland has passed a resolution in which it "respectfully warns both the Caledonian Railway Company and the public that God will certainly punish transgressors for this form of iniquity either in this world or that which is to come." It is surely the most explicit statement on record of the once-disputed proposition that a company has a soul to be saved.

A WELCOME BOMB.

Splendid Gift to Hospital.

An anonymous gift of £10,000 in bearer bonds has been made to the London Hospital. Some time ago the society noticed a brown paper parcel addressed to him lying on his table in his private room. At first he took no notice of it, but the suspicion being made that it might contain a bomb, the thing was cut and the parcel opened. Then the bonds were found inside, with no message, note, or other clue to the identity of the donor. From subsequent inquiries it was found that the parcel had been left on the table by a gentleman, who had entered and left the hospital without saying a word to any one.

"KINEMA."

Mr. Wilson Young's protest against the current pronunciation of "cinema" is not likely to avail against a rebellion and still-necked generation which reeks little of Greek origins. But, if the man in the street is to be trusted, he might point out that these are dozens of accepted and classical English words in similar case. Must we still "cycle," "cyclone," "cyclinder," "cypress," "cymbal," "sept," with a k? The Greek forms from which they are evolved were spelt with a k? To the ruin, "cinema" is a unique, but it is only one drop in the outrageous ocean which makes up the English dictionary.

Austrian Lloyd.

The working results of the Austrian Lloyd Steam Navigation Company in 1912 were not specially affected by the war in the Balkans, as what was lost in the Levant trade was recouped by the development which took place in the trade with the East. A considerable increase occurred in the number of passengers carried as compared with each of the two preceding years, but the tonnage of goods transported experienced a decline. The gross surplus on working was slightly higher, and after making provision for the depreciation of the fleet to the amount of £124,000, as against £189,000, the accounts show net profits of £107,000, as compared with £133,000 in 1911. A dividend at the rate of 7 per cent. has been declared on the share capital of £1,200,000, this contrasting with 6½ per cent. in the previous year.

TRANS-PACIFIC

TRAFFIC.

Better Ships Mean More Passengers.

Mr. George E. Anderson, United States Consul General, at Hongkong, has made the following report on trans-Pacific passenger traffic:

There was a remarkable increase in trans-Pacific travel generally during 1912 over previous years, and 1913 promises to eclipse all records in this line. The traffic at present going eastward is so heavy that accommodation can not be had in many cases for weeks to come.

Round the world tourist traffic by way of Hongkong has grown by about 50 per cent in the last year. Several reasons are assigned for this, notably increased interest of travellers in the Far East because of recent political events; a general disposition to break away from worn tourist paths in Europe; and countries surrounding the Mediterranean, and the effective work of tourist organizations. The attractiveness and advantage of a short winter season in Egypt, followed by a winter trip through India, Java and the East Indies, and a return to the United States or Europe by way of the Pacific, are appealing to greater numbers of travellers each year.

One of the most important factors in the increase, however, is the marked improvement in all means of communication in and to the Far East. Nearly all the steamer lines, both to Europe and across the Pacific, have put on fine large new steamers. Railways in Manchuria, Japan, North China and the Philippines have established or are establishing improved railway services. Weather conditions in the Pacific, especially during the milder months of the year, but also all the year round as compared with the Atlantic, favour travellers. Improved hotel accommodations in most of the ports also enter into the situation. One feature of the general improvement is the vast increase in the number of tourists visiting the Philippines. An increase does not only to interest in the islands, but also to improved communication between the islands and Europe and the United States.

THE SOTTO CASE.

Mr. Hodgson, the Crown Solicitor, who prosecuted in the Sotto case, introduced to Mr. Hazell, his reference, that the case for the prosecution was now closed. His Worship then read the evidence over.

The evidence was being read as we went to press.

DOGS IN CHURCH

O. A. Ryland's writes:—A friend who lived long among the Highland crofters told me that it was customary for the collies to accompany their master on Sundays to the kirk. The dogs usually behaved with becoming decorum when once inside the place of worship. It happened, however, on one occasion that a minister given to scoff-taking, rebuffed himself with an unusually generous pinch, and some of the pungent powder fell upon the nose of a dog crouching below the pulpit while the sermon was in progress. The effect was marvellous. Up jumped the tranquil hound, snarled violently and barked furiously. The whole troop of collies immediately crossed and with one consent began to howl and bark at the top of their voices.

The minister, nothing daunted, closed his book, saying: "There's nae doot that Paul must have had a similar experience to this, hence his warning, 'Beware of dogs' (Phil. iii. 2), an' ye'll folly his advice for the fewer an' leave the beasten at home."

Notes Lost. A European residing in Ormely Villas, Kowloon, has reported to the police that he has lost from his trousers pockets £43 in notes, Dead Bodies.

Several dead bodies have been found by the police in different parts of the Colony. The body of a child was found in the grounds of St. John's Cathedral by Mr. Vassallo.

Notice

MACKINTOSH

& CO., LTD

"MEN'S WEAR SPECIALISTS"

16, DES VŒUX ROAD.

(TELEPHONE No. 29.)

COMFORTABLE

SLEEPING SUITS.

IN

COTTON

FROM

\$2.75

PER SUIT.



IN

FLANNEL

FROM

\$6.50

PER SUIT.

Jaeger and Vivella Pyjamas.

MACKINTOSH & CO., LTD.

(NEXT DOOR TO THOS. COOK & SON.)

PASSENGERS DEPARTED.

Per s.s. Zafiro, sailed 26th inst., for Manila, &c.

Ah Lon

Ah Wong

Ah Chin

Butler, W. H.

Banaga, H. D.

Beach, F.

Beach, O.

Barlow, Mrs. J.

A.

Barlow, I.

Batts, Mrs. F. A.

Cox, F. W.

Chu May-sun

Chu Luk-sun

Chim Kong

Clayton Nichols, J.

Clara Nichols, Miss

Deo Kee, Miss

Esteven, Miss

J.

How Poe

Joseph, S. L.

Ko Hee Sung, Master

Lim Sio Co, J. N.

Lim Yee Son, Master

Lunna, Miss R.

Li Chiong

Lai Fong

Lee Chiong

Liong Wai

Lin Ngai

Wong Ta-ching

Wong Ta-ching

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To-day's Advertisements.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG & SINGAPORE.

THE Steamship

"JELUNGA."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from 10 a.m.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. on the 27th inst., will be landed at consignees' risk and expense.

Consignees of cargo from Singapore & Penang are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents.

Hongkong, 26th June, 1913. [437]

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"DILWARA."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD. Agents.

Hongkong, 26th June, 1913. [434]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

Direct Steam for GENOA, NAPLES, LEGHORN, BOMBAY AND PORT SAID via SINGAPORE, (Without transshipment.)

(Failing Cargo) at through rates to all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)

THE Steamship

"ISOLIA."

Capt. Belsito, will be despatched as above on FRIDAY, the 4th July, at Noon.

For further particulars regarding freight and passage, apply to

CARLOWITZ & CO. Agents.

Hongkong, 27th June, 1913. [436]

BANK HOLIDAY.

UNDER Ordinance No. 5 of 1912, TUESDAY 1st July has been proclaimed a Public Holiday and the EXCHANGE BANKS will be closed for business on that day.

Hongkong, 27th June, 1913. [435]

To-day's Advertisements.

The World Famous Magician

MALINI

Entertainer to Kings and Presidents will perform his marvellous feats of sleight-of-hand at two public performances.

TUES. JULY 1ST,

Peak Hotel

Booking at PEAK HOTEL.

THURS. JULY 3.

City Hall

(ST. ANDREW'S)

Booking at MOUTRIE'S

All Seats Reserved \$3.00

Performance at 9.30 p.m.

For NAGASAKI, TSINGTAU, and VLADIVOSTOCK.

THE Steamship

"GUTHRIE."

Capt. Harris, will be despatched as above on TUESDAY, 1st July at daylight.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 27th June, 1913. [438]

TO LET.

TO LET—No. 5, "LYEE MOON VILLAS" Kowloon.

Immediate possession. Apply to—SPANISH DOMINICAN PROPRATION, 2, Seymour Road, Hongkong.

DAIRY FARM NEWS.

Something Good.

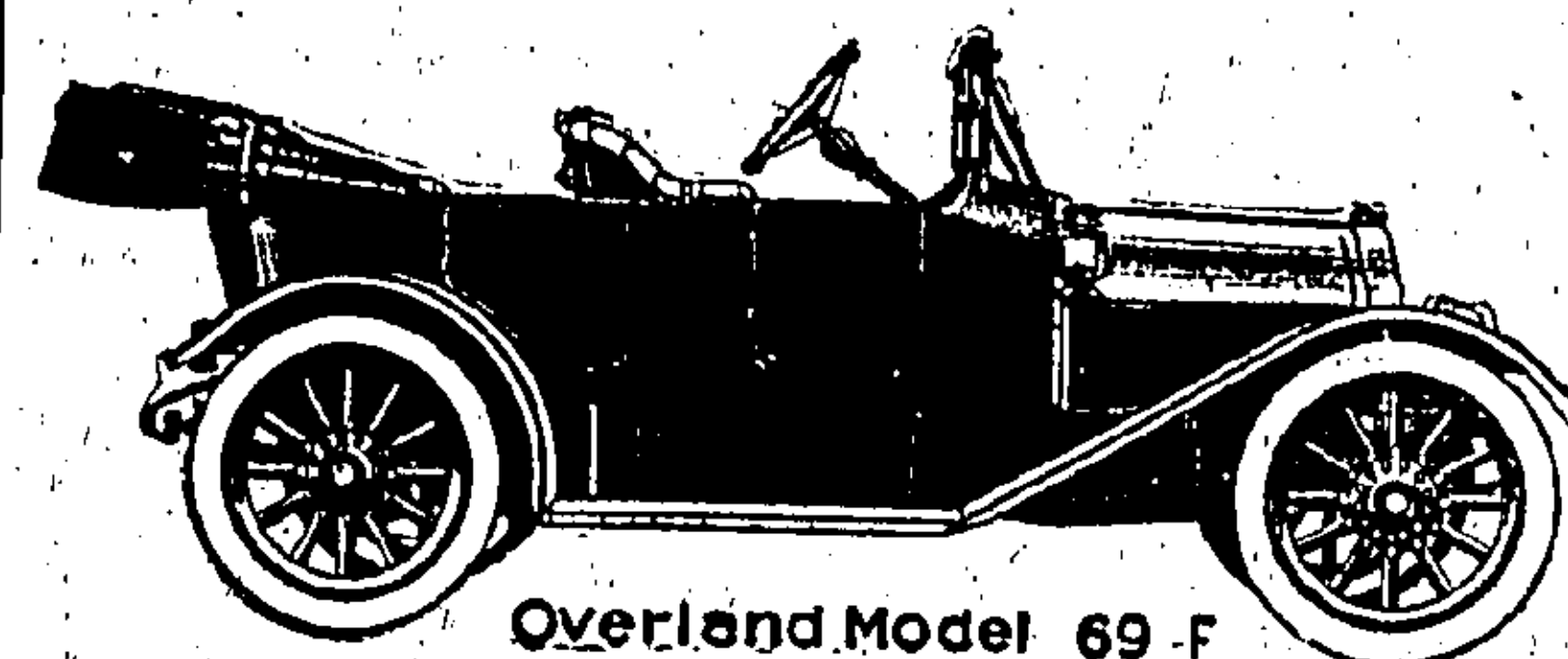
HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT. SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.



Overland Model 69 F

10 OVERLANDS WILL ARRIVE SHORTLY.

Sole Agents.

DRAGON CYCLE DEPOT.

(Prospective Buyers can try this Car free of charge.)

DRESSING JACKETS

IN

SILK AND COTTON

VARIOUS DESIGNS AND COLOURS, MEHTA & CO. SILK MERCHANTS. HONGKONG HOTEL BUILDINGS.

EVERYONE INTENDING TO FURNISH EITHER A SINGLE ROOM OR AN ENTIRE HOUSE AND WHO WISHES TO OBTAIN:

BEAUTY OF DESIGN

AND

SOUND CONSTRUCTION

SHOULD AT ONCE COMMUNICATE WITH

LANE, CRAWFORD & CO.

CABINETMAKERS AND UPHOLSTERERS.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED, LEITH, SCOTLAND.

SOLE AGENTS,

GANDE, PRICE & CO., LTD.

Tel. No. 138

6, Queen's Road, Central

Hongkong

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

From Hongkong. From Quebec.
 E. of Japan Wednesday, July 2. Allan Line Thursday, July 31.
 E. of Russia Wednesday, July 10. E. of Britain Thurs. August 7.
 E. of India Wednesday, July 30. Allan Line Friday, August 29.
 All steamers leave Hongkong at 12 Noon.
 To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan, Kobe, Yokohama and Victoria, B.C.).
 Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
 For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
 D. W. Craddock, General Traffic Agent,
 Corner Pedder Street and Praya (Opposite Blake Pier.)

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
 Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
 Regular Sailings from JAPAN, CHINA and PHILIPPINES,
 via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.
 And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kob & Yokohama:
 S.S. PREUSSEN 25th July
 S.S. SILESIA 28th July
 S.S. BRISGAVIA 24th July
 S.S. BELGRAVIA 30th July
 S.S. SCANDIA 11th Aug.

HOMEWARD.

For M'illo, Havre, Hamburg & A'werp:
 S.S. FURST BULO 2nd July
 For Havre, Rotterdam & A'werp:
 S.S. BRASLIA 2nd July
 For Hamburg & A'werp:
 S.S. BIRKENFELS 7th July
 For M'illo, Rotterdam, Hamburg & A'werp:
 S.S. ALTMARK 14th July
 For Havre, Bremen & Hamburg:
 S.S. GOLDFELD 20th July
 For V'er, S'le, and/or T. & P. (Or.):
 S.S. BRISGAVIA 26th July

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of
 THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
 HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
 FRIDAY, 27th JUNE.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
 SATURDAY, 28th JUNE.

8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."
 10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 775. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651. S.S. "SUI AN." Tons 1651.
 HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
 Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.
 EXCURSION TO MACAO
 SUNDAY, 29th JUNE.

The Company's Steamship,

"SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 538 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

(HOTEL MANSIONS FIRST FLOOR),

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

Destination.	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, and Suez, and Port Said	MISHIMA MARU Capt. F. L. Sommer T. 16,000 KAWA MARU Capt. Tabusa T. 12,500	WED'DAY, 2nd July at daylight. WED'DAY, 16th July at daylight.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	SSADO MARU Capt. A. Sakawa, T. 12,500 YOKOHAMA MARU Capt. Wada T. 12,500	TUESDAY, 1st July, at 4 p.m. TUESDAY, 15th July, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	KUMANO MARU Capt. Winckler, T. 9,600 INABA MARU Capt. S. Tomimaga, T. 12,500	WEDNESDAY, 2nd July, at noon. WED'DAY 30th July at noon.
CALCUTTA via Spore, Penang & Rangoon	CEYLON MARU Capt. Naguchi, T. 12,000	SATURDAY, 28th July.
BOMBAY via Singapore and Colombo	RANGOON MARU Capt. Kamoshita, T. 12,500	MONDAY, 7th July.
Kobe & Y'HAMA	HITACHI MARU Capt. Yamawaki, T. 13,900	WEDNESDAY, 2nd July at 5 p.m.
SHANGHAI, KOBE & YOKOHAMA	KANAGAWA MARU Capt. Machida, T. 12,500	MONDAY, 7th July.
N'SAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tominga, T. 12,500	WED'DAY 2nd July at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKO-	PENANG MARU Capt. Noma, T. 12,000	WEDNESDAY, 2nd July.

1 Cargo only.

1 Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	Kobe	MOJI	NAGASAKI
Return.				
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
 For further information apply to
 Telephone No. 292.

T. KUTY MOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

H'HOW PHOI & H'PHONG "SUNGKIANG" 28th June at 10 a.m. SHANGHAI.
 "CHENAN" 28th June, at midnight.
 N'PO. T'AU & N'CHWANG "TIENTSIN" 1st July, at daylight.
 MANILA, CEBU & ILOILO "CHINHUA" 1st July, at 4 p.m.
 SHANGHAI "LUCHOW" 3rd July, at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation, electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."
 SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
 N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
 These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

Telephone No. 36

Hongkong 27th June, 1913.

BUTTERFIELD & SWIRE Agents

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG"

CAPT. PANNIER

Will very likely leave for Haiphong

on TUESDAY, 1st JULY at 10 a.m.

For Freight and passage apply to M. SAINT CLAIR
 de BUSSIÈRE Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Steamship.	T.	Captains.	For	Sailing date.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 5th July, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO
 GENERAL MANAGERS

Hongkong, 17th June 1913.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly Service between
 JAVA, CHINA and JAPAN.

Steamer	From	To	Will leave on or about
Tjilatjap	JAVA	2nd half June	JAPAN
Tjibodas	JAVA	1st half July	SHANGHAI
Tjitarom	JAPAN	1st half July	JAVA
Tjimali	JAVA	1st half July	JAPAN
Tjiluwong	SHANGHAI	2nd half June	JAVA
Tjimonok	JAVA	2nd half July	SHANGHAI
Tjipanas	JAVA	2nd half July	SHANGHAI

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	W. C. T. Filmer	July 12, at noon
S.S. "Chiyu Maru"	22,000	W. W. Greene	Aug. 7.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Aug. 26.
S.S. "Tenyo Maru"	22,000	E. Ben	Sept. 1.
S.S. "Hongkong Maru"	11,000	T. Sugara	Sept. 19.

The S.S. Tenyo Maru sailed for San Francisco via Keelung and usual ports of call, on Saturday the 21st inst., at noon; she will next leave here on Monday the 1st September.

The S.S. Shinyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Saturday the 27th June at noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Kiyo Maru	17,300	Tuesday, August 5, at Noon.
Buyo Maru	10,500	Saturday, October 4, at Noon
Anyo Maru	18,500	Wednesday, Dec. 3, Noon

For Further Particulars as to Freight and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KORSA	SIBERIA
10,000 tons, twin screws.	27,000 tons, twin screws.	11,000 tons, twin screws.	11,000 tons, twin screws.
Also 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (via Pacific), through Seattle to San Francisco and Vancouver.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Casino, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this service than by any other route. For a return ticket to London the cost is but 1/2 less than by any other route. For the INTERMEDIATE SERVICE (via San Francisco, Japan and Honolulu) the cost is 1/2 less than by any other route. For the DIRECT SERVICE (via San Francisco, Japan and Honolulu) the cost is 1/2 less than by any other route.

Steamers: "Persia" 9,000 Tons Starting July 1, at noon.

Korea 18,000 July 4, at 1 p.m.

Siberia 18,000 July 18, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG: Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

July 1 PERSIA July 3 July 19 CHINA July 21

July 4 KOREA July 6 July 25 MANCHURIA July 27

July 29 CHINA July 31 Aug. 6 NILE Aug. 8

LET US PLAN AN ITINERARY FOR YOU.

King's Building (Opp. Blake Pier). O. H. RITTER, Telephone No. 141

Hongkong, 27th June, 1913. Acting Agent.

Pacific-Pacific International Exposition, San Francisco 1915.

DOUGLAS STEAMSHIP CO., LTD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

HAITAN J. S. Roach FRIDAY, 27th June, at 11 a.m.

HAIRANG A. E. Hodgkin TUESDAY, 1st July, at 11 a.m.

HAICHING W. C. Passmore FRIDAY, 4th July, at 11 a.m.

HAIMUN J. W. Evans SUNDAY, 29th June, at 10 a.m.

HAIMUN J. W. Evans WED, 2nd July at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

LOG BOOK.

American Liner Ashore.

The American steamer Haverford, with 1,200 passengers on board, went ashore outside Cork Harbour during a thick fog on May 31. She was bound from Liverpool to Philadelphia and as she was approaching Queensown, where another 100 passengers were to embark, she entered one of those dense banks of fog which have so often proved disastrous to shipping on the Irish coast. Navigation became difficult with a slow speed, and the vessel, missing the entrance to the harbour, struck the rugged slopes of Rocky Bay, outside Robert's Cove, to the west-north-west of Daunt's Rock. Messages were sent by wireless telegraphy from the steamer to the port authorities and to Admiralty House at Queenstown, and tugs were sent to her assistance. There was great difficulty however, in finding the position of the Haverford, and it was not until seven signals had been exchanged for some time that it was possible to render aid. At length, she was discovered lying near the shore, and steps were taken to rescue the passengers who had by this time gathered on the decks excited, but not panic-stricken. All the passengers were brought ashore by the tugs in circumstances of great difficulty and not without delays, which, though inevitable in so dense a fog, caused much inconvenience and some suffering of mind. The Haverford, which is a vessel of 11,635 tons and is 12-years old, was floated off at high water the same night, and towed into harbour. Her pumps succeeded in keeping the water under. According to the accounts given by passengers, the vessel struck just as they were at luncheon. The shock was slight, and many did not suspect that anything serious had happened. It was when passengers became aware that the steamer was no longer moving that they hastened on deck to ascertain the cause. When they had done so there was no breach of good order, and the officers and crew of the vessel were able to take the necessary steps to ensure the safety of all on board. One tug took off as many as 450 passengers, and the transfer of all on board, except the crew, occupied only half an hour. The Haverford, which was built by Messrs. J. Brown and Co. at Clydebank, belongs to the International Company.—"Times."

The s.s. Balari.

The Balari, launched on 22nd ult. by Wm. Simons and Co., Limited, of Renfrew, to the order of the Commissioners for the Port of Calcutta, is the largest dredger yet built on the Clyde, says the "London and China Express." The hull of the vessel is constructed with a central bow well, through which the suction pipe is operated. Owing to the great volume of drift sand and silt of very light specific gravity deposited in the Hooghly, during the flood season special consideration had to be given towards providing appliances which would efficiently retain this light material. The "Simons" patent sand trapping arrangement is most effective in its action inducing the loss in overflow to a minimum. This dredger, which is 333 ft. in length by 54 ft. 6 in. by 22 ft. 3 in., has a hopper capacity of 71,000 cubic feet, and has been specially designed for the unique character of the dredging to be done on the Hooghly. The pump engines are coupled direct to a centrifugal sand pump, specially designed to raise and discharge about 5,000 tons of sand per hour. One of the outstanding features of the deck equipment of this dredger is the extensive and powerful installation of mooring winches to regulate the movements in the rapid currents of the River Hooghly.

The Clan Ogilvy.

The Clan-liner Clan Ogilvy, of 2,841 tons gross, and 1,683 tons register, has been sold to buyers in the Far East. She was built at Glasgow in 1906, with dimensions 312 1/2 ft. by 40 1/2 ft. by 23 1/2 ft., and lifts about 4,000 tons dead weight.

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On
 SHANGHAI via S'tow KWONGSANG... Fri, 27th June, at 10 a.m.
 MANILA YUENSANG... Sat., 28th June, at 2 p.m.
 SHANGHAI HANGSANG... Wed., 2nd July, at d'light.
 MANILA LOONGSANG... Saturday, 5th July, at 2 p.m.
 S'PORE, Penang & C'outia, FOOKSANG... Tues., 8th July, at 2 p.m.
 Y'HAMA, Kobe & Moji... FOOSHING... Thurs., 10th July, at noon.
 RETURN TOURS TO JAPAN (Occupying 24 days).
 The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
 The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Passengers, and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.
 For Freight or Passage, apply to JARDINE, MATHSON & CO., LD.
 Telephone No. 215.
 General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANYPROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.
 LONDON & ANTWERP... FLINTSHIRE... About 15th July.
 LONDON, HULL/LEITH... MONMOUTHSHIRE... 3rd August
 & ROTTERDAM

New Trans-Pacific "Shire" & "Glen" Joint Service.

V'COUVER, SEATTLE, VESTALIA... About 30th June.
 TACOMA & PLAND... DEN OF RUTHVEN... 27th July.
 V'COUVER, SEATTLE, DEN OF RUTHVEN... 27th July.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.
 For Freight or Passage, apply to
 JARDINE, MATHSON & CO., LD.,
 AGENTS.

BRITISH INDIA S. N.
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
WESTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG & RANGOON on the 9th July at daylight taking cargo and passengers at current rates.
 EASTWARD.

The S.S. "VADALA," 3334 tons gross, Capt. C. G. Cocklin, will be despatched for YOKOHAMA, KOBE & MOJI on the 7th July at noon, taking cargo at current rates.
 For Freight and Passage, apply to
 JARDINE, MATHSON & CO., LTD.,
 AGENTS.

Telephone No. 215.
 Hongkong, 24th June, 1913.

THE TAIKOO DOCKYARD
& ENGINEERING CO. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWRIGHTS, BRASS & IRON FOUNDERS, CON-
STRUCTURAL, ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
 Estimates given for quick construction and repair of Ships,
 Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
 Engineering, Iron and Wood Work.

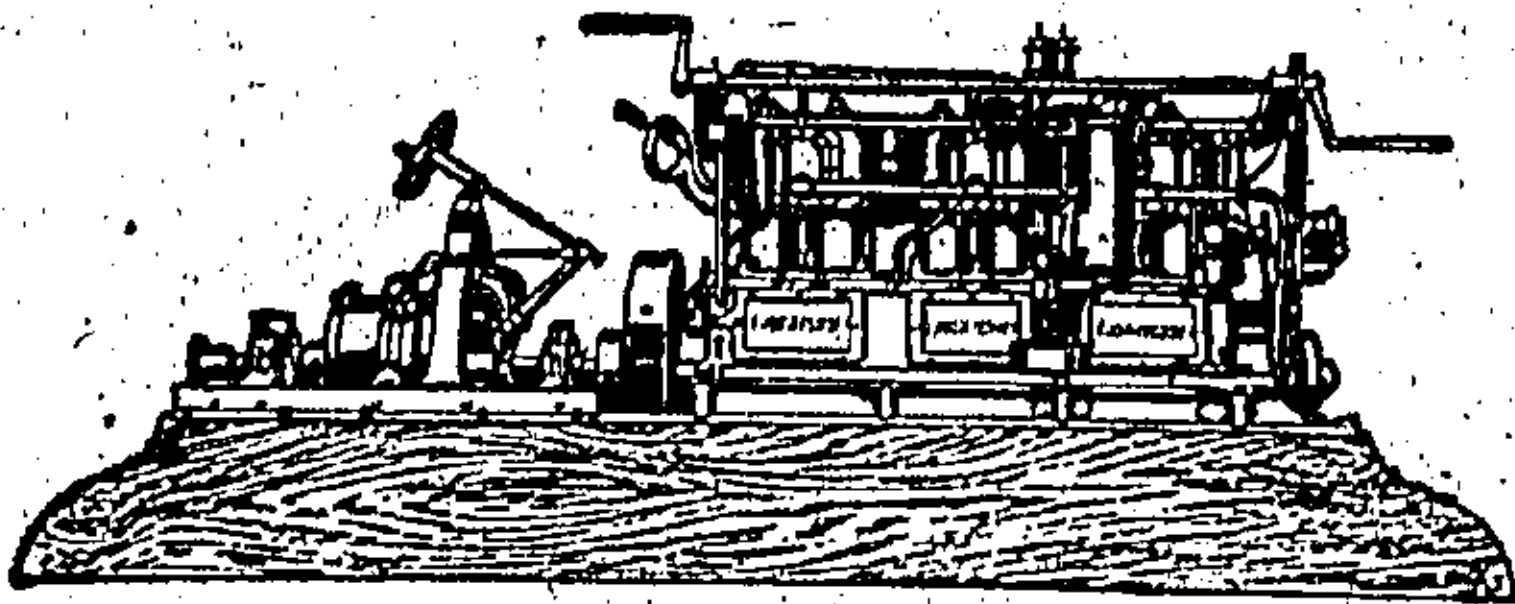
GRAVING DOCK 78' x 88' x 34' 6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
 displacement, providing conditions for painting ships with most
 efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
 HEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
 Rivets, etc.

AGENTS for—
JOHN I. THORNYCROFT & CO., LTD.PETROL & KEROSENE MARINE MOTORS 7-1/2 to
150 H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reverse Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
 BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
 CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING & LIGHTING SETS, MOTOR
 VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of
 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."
 TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	15 July
do do	Monmouthshire	J. M. & Co.	3 August
Havre, London & Antwerp	Glenstrae	S. T. & Co.	15 July about
Marseilles & Co.	Armand Behic	M. M. Co.	1 July
do do	Atlantique	M. M. Co.	15 July
Marseilles, Havre and Hamburg	Ernest Simons	M. M. Co.	29 July
do do	Furst Bulow	H. A. L.	30 June
Dunkirk and Hamburg & Co.	Sithonia	H. A. L.	28 June
Genoa, N'les, L'horn, B'bay & Port Sai via S'pore	Birkenfels	H. A. L.	7 July
Rotterdam, Hamburg & Antwerp	Iachia	O. & Co.	4 July
Marseilles, Rotterdam and Hamburg	Brasilia	H. A. L.	3 July
Marseilles, London & Antwerp via S'pore, & Co.	Altmark	H. A. L.	14 July
Havre & Hamburg	Mishima Maru	N. Y. K.	2 July
Trieste, Fiume, Venice via Singapore, & Co.	Goldentels	H. A. L.	18 July
Trieste via Singapore, Penang, Colombo, & Co.	Gisela	S. W. & Co.	1 July, about
	Koerber	S. W. & Co.	15 July

New York, San Francisco and Canada.

Mexican, Peruvian and Chili Ports via Japan...	Kiyo Maru	T. K. K.	5 August
New York	Wray Castle	D. & Co. Ltd.	3 July about
San Francisco via Japan...	Nile	P. M. Co.	3 July
San, Francisco via Shanghai and Japan, & Co.	Persia	P. M. Co.	1 July
San, Francisco via Keelung & Japan & Co.	Korea	P. M. Co.	4 July
Victoria, B.C., & Tacoma via Keelung, & Co.	Shinyo Maru	T. K. K.	12 July
Victoria, B.C., & Seattle via Keelung, & Co.	Seattle Maru	O. S. K.	10 July
Portland, Tacoma and Seattle	Sada Maru	N. Y. K.	1 July
Vancouver via Shanghai and Japan, & Co.	Vestalia	J. M. & Co.	30 June
do do	Empress of Japan	O. P. R. Co.	2 July
do do	E. of Russia	O. P. R. Co.	18 July
Vancouver, Portland, & Co.	Den of Ruthven	J. M. & Co.	27 July

Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	19 July
do do	Kumano Maru	N. Y. K.	2 July
do do	Coblentz	M. & Co.	12 July
do do	Inaba Maru	N. Y. K.	30 July

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, & Co.	Tjitaroem	J. C. J. L.	Quick despatch
do do	Tjimahi	J. C. J. L.	Quick despatch
Japan	Tjiluwong	J. C. J. L.	Quick despatch
do do	Tjimanoeck	J. C. J. L.	Quick despatch
do do	Ernest Simons	M. M. Co.	30 June
do do	Amazona	M. M. Co.	13 July
Kobe & Yokohama	Australien	M. M. Co.	27 July
do do	Hitachi Maru	N. Y. K.	2 July
Kobe and Moji	Vadala	J. M. & Co.	7 July
Shanghai, Kobe & Yokohama	Laisang	J. M. & Co.	20 July
do do	Kanagawa Maru	N. Y. K.	7 July
Nagasaki, Kobe & Yokohama	Preussen	H. A. L.	5 July
Yokohama and Kobe via Shanghai	Inaba Maru	N. Y. K.	2 July
Yokohama, Kobe and Moji	E. F. Ferdinand	S. W. & Co.	28 June, about
Moji, Kobe and Yokohama	Fooshing	J. M. & Co.	10 July
Moiki, Kobe and Moji	Luzon Maru	O. S. K.	18 July
Manila	Jelunga	D. S. & Co.	1 July
do do	Yuensang	J. M. & Co.	28 June
Manila, Cebu and Iloilo	Chinhuang	J. M. & Co.	5 July
Ningpo, Tsingtau & Newohwang	B. & S.	B. & S.	1 July
Swatow	Tientsin	B. & S.	1 July
Singapore, Penang, & Calcutta	Haimun	D. L. & Co.	29 June
Singapore, Penang, and Rangoon	Gregory Apar	D. S. & Co.	28 June
Shanghai, Kobe & Moji	Itola	J. M. & Co.	9 July
Shanghai and Japan	Arratoon Apar.	D. S. & Co.	30 June
do do	Silesia	H. A. L.	20 July
Foohow via Swatow and Amoy	Belgravia	H. A. L.	30 July
Swatow, Amoy & Foohow	Kaijo Maru	O. S. K.	2 July
do do	Haiyang	D. L. & Co.	1 July
Shanghai, Kobe, Moji and Yokohama	Haiching	D. L. & Co.	4 July
Shanghai, Tsingtau, Kobe and Yokohama	Penang Maru	N. Y. K.	2 July
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do do	Tjibodas	J. C. J. L.	Quick despatch
do do	Tjikini	J. C. J. L.	Quick despatch
do do	Koerber	S. W. & Co.	1 July
do do	Chenan	B. & S.	28 June
do do	Lushow	B. & S.	3 July
do do	China	P. & O. Co.	3 July about
do do	Hangsang	J. M. & Co.	2 July
Kudat and Sandakan	Borneo	M. & Co.	End of June

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

Vessels.	Vessels.
Hohow, Bangkok, Philippines, Macao, Straits, Shanghai, Shanghai.	Sungkiang, Kamor, Yuensang, Sui Tai, Riojun Maru, Gregory Apar, E. F. Ferdinand, Chenan.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

Vessels.	Vessels.
Manila, Eastern.	

AMERICAN MAIL.

The local office of the T. K. K. is in receipt of cable advice from its Yokohama Agent to the effect that the American mail ex the s.s. Shinyo Maru has been transferred to the Messageries Maritimes steamer Armand Behic which is due here on Monday the 30th inst. This is on account of the s.s. Shinyo Maru calling at Manila this voyage, she being due in Hongkong from that port on the 4th July.

The T. K. K. s.s. Shinyo Maru left San Francisco for Hongkong on the 7th inst., and is due in Hongkong the 8th July.

The P. M. s.s. Korea will be despatched from this port at 1 o'clock, July 4, for San Francisco via Manila, Nagasaki, Kobe, Shimizu and Honolulu.

The P. M. s.s. Persia will be despatched from this port 12 o'clock noon, July 1, for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. s.s. Siberia will sail from Hongkong via Amoy, and Usual Ports of call, on June 18th instead of the 19th as scheduled.

CANADIAN MAIL.

The C. P. R. s.s. Montague left Moji on the 26th inst. at 10 p.m. and was due to arrive at Kobe on the 27th inst. at 5.30 p.m.

The C. P. R. s.s. Empress of India left Yokohama on the 15th inst. at 4 p.m. and is due to arrive Vancouver on the 27th inst.

The C. P. R. s.s. Empress of Russia left Vancouver on the 19th inst. a.m. and is due to arrive at Hongkong on the 7th July.

GERMAN MAIL.

The I. G. M. s.s. Prinz Ludwig which left here on the 28th of May at 10 a.m. has arrived at Genoa on the 25th of June at 6 a.m.

AUSTRALIAN MAIL.

The E. A. s.s. Eastern from Sydney left Manila at 6 p.m. on 25th inst., and may be expected to arrive here on Saturday morning 28th inst.

MERCHANT STEAMERS.

The American and Manchurian Line s.s. Swazi passed the Suez Canal on the 6th ult., for Hongkong direct.

The T. K. K. s.s. Kiyo Maru arrives at Honolulu from Manzanillo on the 11th inst., and is due in Hongkong on the 20th July.

The s.s. Glenroy passed the Suez Canal on 6th inst., for Hongkong via Straits.

The American and Manchurian Line s.s. Kansas passed the Suez Canal on the 17th inst., for Hongkong direct.

The A. L. s.s. Gisela left Shanghai for this port on the 26th inst. and will arrive here on the 30th inst.

The P. & O. s.s. Namur is expected to arrive at Penang on the 30th inst., at 6 a.m.

The French s.s. Phuyen left Saigon for this port, and is due to arrive here on or about the 30th inst.

The I. C. S. N. s.s. Fooshing from Calcutta is due at Hongkong on the 3rd July.

The I. C. N. S. s.s. Hangsang from Shanghai is due at Hongkong on the 30th inst.

The I. C. N. S. s.s. Mausang from Sandakan is due at Hongkong on the 1st July.

The S. L. s.s. Vestalia from London is due at Hongkong on the 2nd July.

The S. L. s.s. Flintshire from Portland is due at Hongkong on the 13th July.

The S. L. s.s. Den of Ruthven from London is due at Hongkong on the 22nd July.

The B. I. s.s. Vadala from Rangoon is due at Hongkong on the 7th July.

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Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
FROM CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"HOPKANG,"
having arrived from the above Ports
Consignees of cargo by her are hereby
informed that their goods will be
delivered from alongside.

Cargo impeding the discharge or re-
maining on board after 4 p.m. the 23rd
inst., will be landed at Consignees' risk
and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned
by

JARDINE, MATHESON
& CO., LTD.
General Managers
Hongkong, 20th June, 1913. [258]

NORDDEUTSCHER LLOYD
BREMEN.

IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"
having arrived, Consignees of Cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godown, whence delivery
may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the
Consignees before noon to-day request-
ing it to be landed here.

No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
29th of June, will be subject to rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
28th of June, at 9.30 a.m.

All claims must reach us before the
8th of July, 1913, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

NORDDEUTSCHER LLOYD,
MELOERS & CO.

General Agents,
Hongkong, 23rd June 1913. [379]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From NEW YORK via
SUEZ CANAL.

THE Steamship

"INDRAGHIBI,"
having arrived from the above ports,
Consignees of cargo by her are hereby
informed that all goods are being land-
ed at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, whence and/or from
the wharves, delivery may be obtained.
Goods not cleared by the 1st July at
6 p.m. will be subject to rent.

All broken, chafed, and damaged
packages are to be left in the Godowns
where they will be examined on
1st July at 9.30 a.m. Claims
against the steamer must be presented
within 10 days of arrival, otherwise
they will not be recognized.

JARDINE, MATHESON &
Co., Ltd.
Agents.

Hongkong, 26th June, 1913. [438]

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRIEDRICH,"
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godown, whence delivery
may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the
Consignees before noon to-day request-
ing it to be landed here.

No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
2nd of July, 1913, will be subject to
rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the 2nd
of July, at 9.30 a.m.

All claims must reach us before the
9th of July, 1913, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

NORDDEUTSCHER LLOYD,
MELOERS & CO.

General Agents,
Hongkong, 26th June, 1913. [380]

Consignees

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "KOREA,"

FROM SAN FRANCISCO, JAPAN

PORTS & SHANGHAI.

The above mentioned vessel having
arrived Consignees of cargo are hereby
notified to send in their Bills of Lading
for countersignature and take immediate
delivery of cargo from alongside.

Cargo impeding discharge will be
landed immediately at consignees' risk
and expense.

Cargo remaining undelivered Fri-
day the 27th, inst., at noon will be
landed at consignees' risk and expense.

Cargo remaining undelivered Wednes-
day July 2nd 1913, at noon, will, in
addition to landing charges be subject to
storage charges.

No fire insurance whatever will be
effected.

All chafed and otherwise damaged
cargo will be examined at the above
Company's godown Tuesday July
1st, 1913, at 10 a.m.

No claims will be entertained un-
less accompanied by short delivery note
or list of exceptions taken at the time of
delivery to consignees and signed for and
on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before
July 20th 1913, otherwise they will
not be recognized.

O. H. RITTER,
Acting Agent.
Hongkong, 25th June, 1913. [432]

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "PERSIA,"

FROM SAN FRANCISCO, JAPAN

PORTS AND MANILA.

The above mentioned vessel
having arrived Consignees of
cargo are hereby notified to send
in their Bills of Lading for
countersignature and take immediate
delivery of cargo from alongside.

Cargo impeding discharge will be land-
ed immediately at consignees' risk
and expense.

Cargo remaining undelivered Wednes-
day the 26th inst., at 5 p.m. will be
landed at consignees' risk and expense.

Cargo remaining undelivered
TUESDAY July 1st, 1913 at noon
will, in addition to landing charges, be
subject to storage charges.

No fire insurance whatever will be
effected.

All chafed and otherwise damaged
cargo will be examined at the above
Company's godown MONDAY
30th June, 1913 at 10 a.m.

No claims will be entertained un-
less accompanied by short delivery note
or list of exceptions taken at the time of
delivery to consignees and signed for
and on behalf of the Pacific Mail S. S.
Co.

All claims must be filed on or before
July 24th, 1913, otherwise they will
not be recognized.

O. H. RITTER,
Acting Agent
Hongkong, 24th June, 1913. [430]

FROM EUROPE.

THE H. A. L. Steamship

"O. FERD. LAEISZ,"

Captain Geisel, having arrived,

Consignees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf and
Godown Company, Limited, whence
delivery may be obtained against Bills
of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on
unless notice to the contrary be given
to-day.

All claims must be presented within 10
days of the steamer's arrival here, after
which date they cannot be recognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
27th inst., will be subject to rent.

All broken, chafed, and damaged
Goods must be left in the Godowns,
where they will be examined on the 27th
inst. at 9.30 a.m.

No Fire Insurance will be effected by
us in any case whatever.

This steamer brings on Cargo:-
Ex S.S. "Earl" from Abus
"Paul" from Spain
"Goteborg" from Goteborg.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong 21st June, 1913. [384]

Consignee

NOTICE TO CONSIGNEES.

From SHANGHAI, KOBE
and MOJI.

THE Steamship

"GREGORY APOAR,"

having arrived from the above ports,
Consignees of cargo are hereby informed
that their goods will be delivered
from alongside.

Cargo impeding the discharge will be
landed at consignees' risk and expense
into the hazardous and/or extra haz-
ardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company
Limited.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

DAVID SASSOON & Co., Ltd.
Agents
Hongkong, 24th June, 1913. [431]

To Sail

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking cargo on Through Bills of
Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

"GREGORY APOAR,"

Capt. J. E. Drake, will be despatched
for the above ports, on Saturday, the
28th inst., at 8 p.m.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 21st June, 1913. [392]

Regular Steamship Service

With Liberty to call at the
Malabar Coast.

Proposed Sailing From Hongkong.

FOR NEW YORK.

S.S. "WRAY" on or about
CASTLE" 4th July,
For Freight and further information
apply to

DODWELL & CO., LTD.
Agents.
Hongkong, 25th June, 1913. [393]

FOR MIKE, KOBE
AND MOJI.

THE Steamship

"JELUNGA,"

Capt. J. R. O. Sullivan will be des-
patched for the above ports, on TUES-
DAY, the 1st July, at 3 p.m.

The Steamer has superior accommo-
dation for passengers, is installed
throughout with Electric Light and
comes a duly certified doctor.

Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 24th July, 1913. [307]

FOR CALCUTTA, PENANG
& SINGAPORE.

(Taking cargo on Through Bills of
Lading to Madras and Mauritius).

THE Steamship

"D'ELWARA,"

Capt. G. N. Ramana, R.N.P., will be
despatched for the above ports, on
Tues day, the 1st July, at 8 p.m.

For Freight or Passage apply to
DAVID SASSOON & CO. LD.,
Agents.
Hongkong, 24th June, 1913. [397]

AMERICAN ASIATIC S.S. CO.

Hongkong-Boston
& New York.

(With liberty to call at the Malabar
Coast)

S.S. "INDRASAM" on or about
HA" 14th July,
For freight and further information,
apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, June, 25th 1913. [349]

Notices

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.

AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court, Telephone 1450

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TALKING PICTURES

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THE EDISON KINETOPHONE AGENCY,

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Cable Address: KINETOPHON.

BEAR BRAND
MILK.

NATURAL SWISS MILK
STERILISED.

This Milk once opened, keeps longer than
ordinary Milk and can be used for any purpose for
which ordinary Cows' Milk is generally used.

SOLE AGENTS

F. BLACKHEAD & CO.,

Tel. 66. ST. GEORGE'S BUILDING.

A CHOICE SWEETMEAT

Is the best description for

NESTLE'S NUT MILK
CHOCOLATE

which is nothing but first quality Milk Chocolate with
the finest nuts put into it.

IT HAS A VERY

DELICATE FLAVOUR
calculated to find favour with the most
discriminating palate.

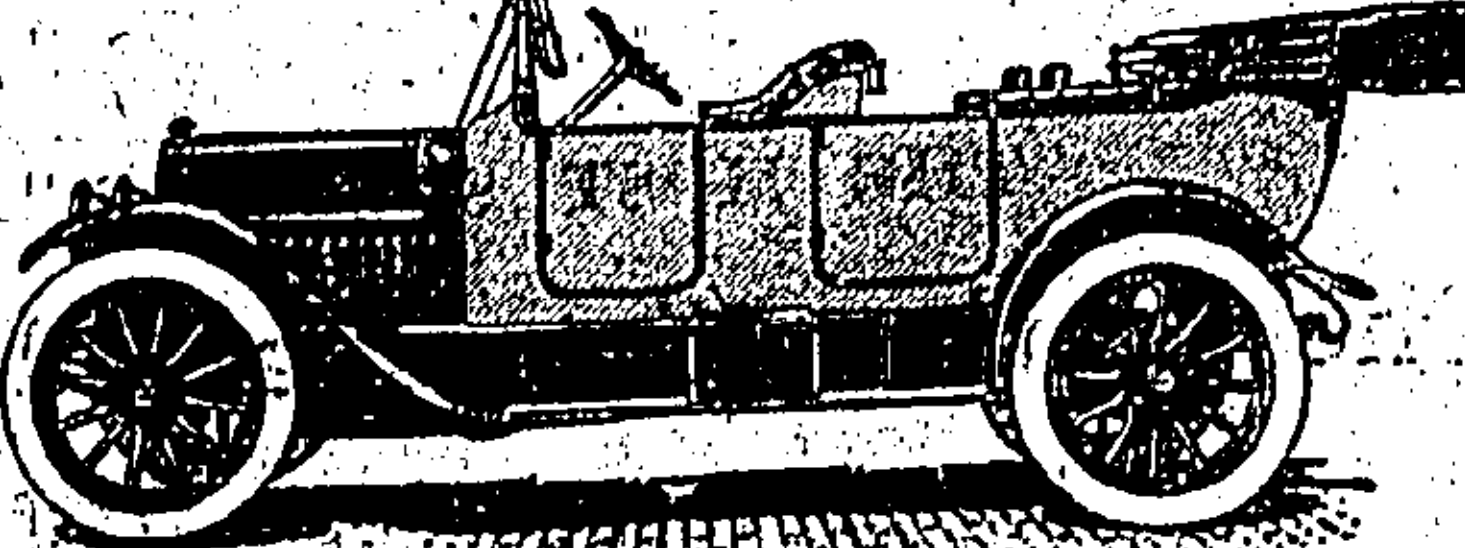
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Absolutely Pure & Wholesome

we have no hesitation in recommending it as a
sweetmeat which is

SURE TO PLEASE.

ON SALE AT ALL CONFECTIONERY STORES.



LAW & Sons. Studebaker No. 3 Duddell St.
Sole Agents.

WHITEAWAY'S

ELLWOOD'S SUN
HELMETS.



The word ELLWOOD on a
Sun Hat, is the Best Guarantee
for Protection against Sunstroke.

NOTE OUR PRICE.

Lowest in the Colony.

\$9.00 only.

GENTS SLEEPING SUITS.

Cawnpore Twill Pyjamas.

White Ground with Red or Blue

Stripes.

Price \$3.50 Suit.

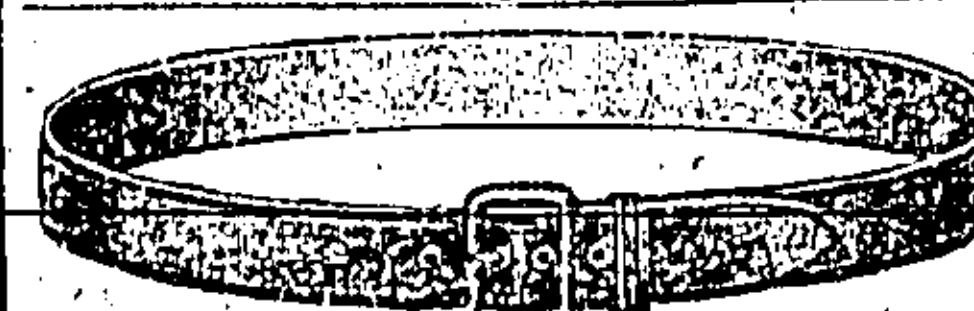
MEN'S THIN ZEPHYR

PYJAMAS.

White Ground, Coloured Stripes.

Fast Colours. Very Cool.

Price \$5.00 Suit.



MEN'S WHITE

WASHING BELTS

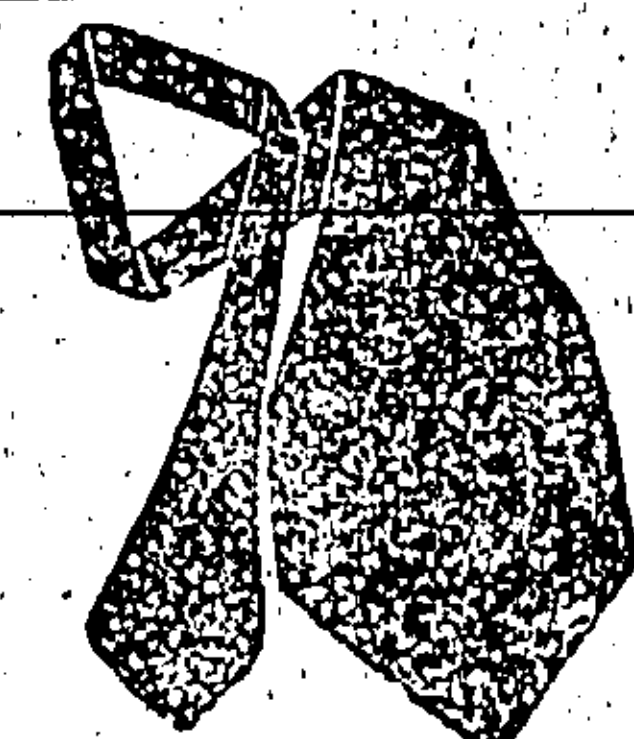
With detachable Buckle. Made of
Strong White Web.

Price \$1.00 each.

GILT SAFETY TIE PINS:—

Note This.

Price 10 Cts. each.



SILK TIES

as Sketch, Blue Ground
with White Spot.
Soft Foulard Silk.
Price 75 Cts. each.

20, DES VŒUX ROAD, HONGKONG

THE EASTERN BAZAAR.
(W. ASSOUMAL & CO.)

LATE OF 10 D'AGUILAR STREET, HAVE NOW REMOVED TO
MORE COMMODIOUS PREMISES SITUATE AT No. 35,
QUEEN'S ROAD, CENTRAL. ADDITIONAL TUR-

SILKS WE HAVE OPENED UP AN ELEVANTIR

NEW LINE IN VARIOUS KINDS OF

JEWELLERY.

JUST ARRIVED.

Large Consignment Best Turkish Cigarettes,

M. C. C.

In Tins of 100, 50 and 20.

Cork-Tipped, Gold Tipped and Plain.

TURCO-EGYPTIAN
TOBACCO STORE.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACGREGOR & Co., Hongkong.

WING KEE & CO.

47-49, Connaught Rd.

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th August, 1901

Hongkong, 23rd May, 1913.

